

The Hongkong Telegraph.



No. 321.

MONDAY, FEBRUARY 5, 1883.

SIX DOLLARS PER QUARTER.

Intimations.

LANE, CRAWFORD & CO.

PIANOS

ARE GREATLY INJURED, ESPECIALLY IN A TRYING CLIMATE LIKE THAT OF HONGKONG, by allowing them to drop out of Tune; the great Tension caused by tightening up the strings again being exceedingly trying.

A Good Instrument will probably last Twice as long in Hongkong, if kept constantly in Tune.

LANE, CRAWFORD & Co. having a thoroughly competent Tuner from BROADWOOD & SONS, keep Pianos in Tune and REPAIR at a MODERATE CHARGE.

LANE, CRAWFORD & Co.
Hongkong, 13th January, 1883. [296]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333.33.
RESERVE FUND..... \$70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEI YAT LAU, Esq.,
LO YEOK MOON, Esq., CHU CHIK NUNG, Esq.,
MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 1,200,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL AND ACCUMULATIONS, 8th May, 1882.....Tls. 1,420,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
L. FINKOVSK, Esq., W. MEYER, Esq.,
J. M. INVERARITY, Esq., G. H. WHEELER, Esq.,

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.
LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co., Agents.
Hongkong, 23rd January, 1883. [83]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

For Sale.

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS

AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL. [434]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents
for Louis Augustin, Watchmaker, awarded the highest Prize at every Exhibition, and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.
No. 35, QUEEN'S ROAD CENTRAL. [447]

Notices of Firms.

NOTICE.

I HAVE This Day PURCHASED the GOODWILL AND STOCK-IN-TRADE of W. P. MOORE'S HAIR DRESSING SALOON, Hongkong Hotel. I trust to meet the same Patronage so Liberally Bestowed upon my Predecessor.
J. P. MARMANDE.
Hongkong, 25th January, 1883.

IN reference to the above the Undersigned having disposed of his BUSINESS, takes this opportunity of returning his sincere thanks for the Liberal support he has received during the time he has been in Business.
W. P. MOORE.
Hongkong, 25th January, 1883. [92]

NOTICE.

THE BUSINESS of GENERAL PRINTERS and BOOKBINDERS hitherto conducted by the Undersigned will henceforth be carried on under the style or firm of

GUEDES & Co.
Mr. F. D. GUEDES being the only PARTNER in the FIRM.
DE SOUZA & Co.
Hongkong, 31st January, 1883. [105]

To be Let.

TO LET,
WITH IMMEDIATE POSSESSION.

FOUR LARGE ROOMS in Blue Buildings, Wanchai, (opposite the Long Pier) lately occupied by Mr. H. JOYCE.
Apply to

H. H.,
Care of Messrs. SAYLE & Co.
Hongkong, 29th January, 1883. [103]

TO LET.

NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.
No. 8, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
No. 25A, PRAYA CENTRAL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 17th January, 1883. [7]

TO LET.

A TWO STOREY HOUSE (6 Rooms) in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to
D. NOWROJEE,
Hongkong Hotel.
Hongkong, 27th November, 1882. [18]

Intimations.

THE HONGKONG HOTEL.

THE DIRECTORS OF THE HONGKONG HOTEL COMPANY, LIMITED, ARE NOW PREPARED TO RECEIVE OFFERS FROM SUITABLE PERSONS FOR A FIVE OR TEN YEARS LEASE OF THE HONGKONG HOTEL, AND FURNITURE COMPLETE.

This well known HOTEL is situated in the Queen's Road, Hongkong, within a few yards of the principal landing place in the Colony.

It is a large and commodious building, replete with every modern improvement and convenience. It contains an ELEGANT AND SPACIOUS BAR, A LARGE BILLIARD ROOM, READING ROOM, A DINING HALL to accommodate 170 Persons, FIFTY TWO BED ROOMS, TWO CAPITAL BOWLING ALLEYS, together with all the other necessities of a well appointed Hotel.

It is the only First Class Hotel in the Colony, and is always patronised by a number of permanent boarders, consisting principally of Government Officials, Military and Naval Officers and their Families, &c.

It is at present under a Lease to Messrs. DORABJEY and HING-KEE, which lease expires on the 15th October, 1883.

Applications to be addressed to—
THE CHAIRMAN,
THE HONGKONG HOTEL CO., LIMITED,
HONGKONG.
Hongkong, 2nd January, 1883. [34]

NOTICE.

THE GOLDEN SCISSOR.
No. 13, POTTINGER STREET.

A. M. ROBIN.
(LATE OF T. M. LAWSON'S, CALCUTTA.)
TAILOR, Shirt and Breeches Maker and General Outfitter. Mr. ROBIN invites Public Patronage and guarantees a perfect fit at Moderate Charges.

N.B.—Note the address.
THE GOLDEN SCISSOR,
No. 13, Pottinger Street.
Hongkong, 8th December, 1882. [797]

WILLIAM SCHMIDT & CO.
GUNMAKERS & AMMUNITION DEALERS,
BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.
Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.
HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.
L. MALLORY, Proprietor.
Hongkong, 24th June, 1881. [459]

Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.
ARE SHOWING.

EX. RECENT ARRIVALS.

TINSELLED GRENADINES.
LADIES' CHEAP COSTUMES.
BROCADED SILKS.
MOIRE SILKS.
COLOURED SATINS.
PLUSH VELVETS.
COLOURED FLANNELS.
WHITE FLANNELS.
DIAPERS AND IRISH LINENS.
TORCHON LACES.

AN ENTIRELY NEW STOCK OF WHITE AND CREAM LACES.
INFANTS' EMBROIDERED CLOAKS.
INFANTS' SILK AND SATIN HATS.
CHILDREN'S BOOTS AND SHOES IN EVERY SIZE.
LADIES' WHITE SATIN SHOES.
COLOURED MALTESE BRAIDS.
&c., &c., &c.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th January, 1883. [659]

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

HAVE JUST RECEIVED A CHOICE VARIETY

OF FRENCH AND ENGLISH TWEEDS

GENTLEMEN'S SUITINGS

CASHMERE AND ANGOLA NOVELTIES

ALL OF WHICH ARE SHIRUNK READY FOR MAKING UP.

GENTLEMEN'S FELT HATS (Christie's) the latest shapes.

WHITE AND COLOURED SHIRTS.
LINEN COLLARS AND FANCY SCARVES.

GENTLEMEN'S HOSE in great variety.

UNDERSHIRTS in Balbriggan, Merino, Cashmere and Lambswool.

GENTLEMEN'S KID GLOVES 2 BUTTONS.

UMBRELLAS AND WALKING STICKS.

LADIES' DEPARTMENT.

DRESS GOODS in CASHMERE, FANCY WOOL AND OTHER TEXTURES.

BROCADED GAUZEES AND GRENADINES.

CASHMERE EMBROIDERED COSTUMES.

BRAIDED JACKETS, CLOTH MANTLES.

RICH BROCADED SILKS.

COLOURED BROCADED SILKS AND MOIRE'S.

LACES, RIBBONS, FLOWERS, FEATHERS, SASHES, LACE FISHUS, COLLARS, &c.

LADIES' KID GLOVES 2, 4, 6, 8, AND 12 BUTTONS.

FANCY JET GOODS in endless variety.

LADIES' AND GENTS' CAMBRIC HANDKERCHIEFS.

LADIES' AND CHILDREN'S UNDERCLOTHING.

HOSIERY AND CORSETS.

HABERDASHERY, UMBRELLAS, AND SUNSHADES.

&c., &c., &c.

A LIBERAL DISCOUNT FOR CASH PAYMENT.

ROSE & CO.

31 & 33, QUEEN'S ROAD—HONGKONG.

Hongkong, 2nd February, 1883. [379]

W. B. BREWER.

PUBLIC CIRCULATING LIBRARY.

HAVING long felt the need of a PUBLIC CIRCULATING LIBRARY in Hongkong, I have determined, should a sufficient number Volunteer to Subscribe to it, to form a Library on the same basis as Circulating Libraries are formed in England, and from my Experience in such matters in England, I feel certain that I can form and conduct a Library satisfactorily to all. My Experience in the East Teaches me that the principal demand would be for LIGHT LITERATURE, and the Ordinary 3-Volume English Novels would therefore preponderate, at the same time Works of any interest on Science, Biography and Travel would find their place on the Library Shelves.

THE SUBSCRIPTION WOULD BE \$15 PER ANNUM FOR A SINGLE SET OF BOOKS.

Willing Subscribers will kindly send in their Names as early as possible in order that some estimate might be formed of the probable success of the Scheme.

W. B. BREWER,
QUEEN'S ROAD.

Hongkong, 25th January, 1883. [703]

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

NOW SHOWING EX LATE ARRIVALS THE FOLLOWING NEW ARTICLES:—

Electric Repeater Call Bells. Parisian Coffee Making Machines of New Style. Morocco, Russia Leather and Polished Steel Cigarette Cases. Parisian Vases of Majolica and Fine China Ware in elegant designs. Olive, Walnut and Ebony Wood Photo Frames of Assorted designs. Small Fire Proof Cash Boxes in Shape of a Safe with Secret Lock Arrangement. Unframed Oleographs and Chromo Lithographs of Assorted designs and Sceneries. Ladies' and Gentlemen's Card Cases of Morocco and Russia Leather with small Ivory Memo Slate. Fancy Embossed Initial Note Paper and Envelopes, any initial can be had. Fancy Japanese Stationery for Wedding and other Invitations. Endorsement Boxes and Endorsing Blue, Black and Red Inks. Ladies' and Gentlemen's Silk Umbrellas, Masks and Dominoes. Clothes, Tooth and Hair Brushes in Assorted Patterns. Ebony Handle Sliding Aluminium Gold Penholders. Hendries, Gonnell's, &c., Perfumery, Soap, &c. Havana Cigars of Assorted Brands. 11 Flor del Mundo Cigarettes, Kaiser-Hind Cigarettes, Duchess Cigarettes, Empress Cigarettes, Princess Cigarettes. All made of pure and choicest Turkish Tobacco. BINOCULARS AND OPERA GLASSES OF BEST MAKE.

S. MEYERS,
MANAGER.

Hongkong, 24th January, 1883. [28]

For Sale.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.
QUARTS.....\$22 per Case.
PINTS.....\$23 per Case.
Apply to
MELCHERS & Co.
Hongkong, 2nd March, 1882. [8]

TO SPORTSMEN.

FOR SALE AT LESS THAN COST.

OWING TO OWNER LEAVING THE COLONY.

1 Silk-lined RACING SADDLE.

RACING WHIPS with Silver Mounts.

The above, which are ALL NEW, may be seen at the "HONGKONG TELEGRAPH" OFFICE and will be Sold at BARGAIN.

Hongkong, 2nd November, 1882. [15]

For Sale.

FOR SALE.

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN.

ARNHOLD, KARBERG & Co.,
Hongkong, 15th June, 1881. [458]

SANG LOONG,
No. 9, LYNBURN TERRACE.

DEGS to announce to the Ladies and Gentlemen of Hongkong that he has FOR SALE at Moderate Prices—LADIES' and GENTLEMEN'S BOOTS and SHOES, LAWN TENNIS SHOES, HOSIERY, SHIRTS, CLOTHS, &c. ALSO

A Variety of CHILDREN'S HOSIERY, &c.

Hongkong, 26th January, 1883. [76]

Intimations.

NOTICE.

JURY LIST—1883.

IN Obedience to Section 4 of Ordinance No. 24 of 1882, I have This Day Posted at the Entrance of the Supreme Court, a LIST of ALL PERSONS liable to serve as JURORS, in Order that the Inhabitants of the Colony, may, as the case may be, apply to me by notice in writing before the 14th day of the present month requiring that their Names or the Names of some Person or Persons, may be respectively either added to, or struck off from the said List.
EDW. J. ACKROYD,
Registrar.

Registry, Supreme Court,
1st February, 1883. [112]

THE LONDON AND SINGAPORE ANTI-FOULING PAINT COMPANY, LIMITED.

(DENNY'S PATENTS.)

INCORPORATED UNDER THE COMPANIES ACTS' 1862 to 1880, THE LIABILITY OF SHAREHOLDERS BEING LIMITED TO THE AMOUNT OF THEIR SHARES.

APPLICATIONS for SHARES in the above Company will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong up to the 15th February instant, inclusive, and by their AGENTS at Shanghai, Amoy, Foochow, Hankow, Ningpo, Swatow, Tientsin, Yokohama, Nagasaki, Higo, Saigon, Haiphong, Hanoi, and Manila up to the 22nd February, inclusive.
For full information respecting the prospectus, Shares, &c. of the above Company, apply to
DENNY & MOSSON,
18, Bank Buildings, Queen's Road,
Solicitors and Agents in Hongkong.
Hongkong, 3rd February, 1883. [116]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, 45, Queen's Road, Victoria, at FOUR O'CLOCK in the AFTERNOON of TUESDAY, the 20th February, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1882.
THE TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 20th inst., both days inclusive.
By Order,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st February, 1883. [107]

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 5 per cent. or \$3.75 per SHARE, declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS held This Day will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY, the 29th instant. SHAREHOLDERS are requested to apply at the Office of the Company for Warrants.
By Order of the Board of Directors,
F. DA COSTA,
Secretary.

Hongkong, 26th January, 1882. [98]

WANTED.

BY THE ADVERTISER
A SITUATION AS
OFFICE ASSISTANT OR STORE-KEEPER.
Address—
M. E. G.
Care of Hongkong Telegraph.
Hongkong, 13th December, 1882. [19]

F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT,
No. 5, D'AGUIAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.
Hongkong, 2nd October, 1882. [663]

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS.
7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHASTLEY'S SODA WATER FACTORY is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY
IS GUARANTEED.
Consumers are invited to try these carefully Manufactured

SPARKLING WATERS.
THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be addressed to The Factory,
7, BEACONSFIELD ARCADE.
Hongkong, 11th April, 1882. [225]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "JAPAN"

Captain F. F. Flack, having arrived from the above Port, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 6th inst., will be landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Consignees are hereby informed that any claims must be made immediately, as none will be entertained after the 10th instant.

DAVID SASSOON, SONS & Co., Agents.
Hongkong, 1st February, 1883. [110]

Shipping.

STEAMERS.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, GESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship

"MEDUSA,"
Captain G. Ragusin, will be despatched as above TO-MORROW, the 6th inst., at DAVLIGHT.

For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 3rd February, 1883. [77]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FRAISSINET & Co.

INDIA AND CHINA LINE.

THE Fine New 1000 Ai Steamship

"STAMBOUL,"
Martino, Commander, will sail on or about THURSDAY, the 8th inst., for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, SUEZ, and PORT SAID; and will leave to call at PENANG and TUTICORIN.

In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to the LEVANT, CONSTANTINOPLE, DUBUKE, MALTA, EGYPT, CORSICA, ITALY, and the LANCQUEDOC, by which through freight may be booked.

The Company has a Forwarding Agency at Paris giving special facilities to Shippers.

The Steamers are Specially Fitted for Passengers.

FIRST-CLASS FARE TO MARSEILLES.....\$300.
SECOND-CLASS FARE TO MARSEILLES.....\$240.
For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 2nd February, 1883. [114]

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)

THE Steamship

"NELSON,"
Captain Thom, will be despatched as above, on WEDNESDAY, the

Intimations.

A. S. WATSON & CO.
INVITE INSPECTION OF A WELL
SELECTED STOCK OF
**FANCY CHRISTMAS
GOODS,**

COMPRISING—
CHRISTMAS AND NEW YEAR CARDS
IN GREAT VARIETY.

SWEETS AND CONFECTIONERY.
FANCY SATIN COVERED BOXES
CUT GLASS TOILET BOTTLES.
CHRISTMAS CARD ALBUMS.
IVORY BACK HAIR BRUSHES
SCIENTIFIC TOYS.

ATKINSON'S, HENDRIE'S, AND LUDIN'S
PERFUMES.

&c., &c.,
A. S. WATSON & Co.,
CHEMISTS, DRUGGISTS,
AND—
PERFUMERS.
THE HONGKONG DISPENSARY.
ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whist the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by a notice communicating with the Manager.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 5, 1883.

We are glad to observe that the Telephone Exchange in connection with the Oriental Telephone Company, Limited, and under the auspices of the Great Northern Telegraph Company, has at last become *unfailingly* in Hongkong, having been opened to the public from the 1st instant. It is now such a considerable time since subscribers to establish a Telephone Exchange in this Colony were solicited by the Great Northern Telegraph Company, that we were under the impression the movement had been abandoned, owing to lack of support. However, it appears that the delay in commencing active operations was caused by the local Government having shown considerable hesitation in granting the Company the permission to erect the necessary poles on which to run the wires for this extensive undertaking—a hesitation which is certainly not easily understood when the substantial benefits which the commercial community must derive from the telephone system, are taken into consideration. There has been no delay whatever, so far as the Company is concerned, in commencing active operations, as trained operators and workmen, together with all necessary materials and instruments, have been in readiness for some considerable time past.

We have little doubt, after giving the subject careful consideration, that the Telephone Exchange will in time prove a profitable business to the Company, and a great boon to merchants and the business classes of the Colony generally. At present the number of subscribers is not large—fifteen in all, we believe—but it can hardly be doubted that as soon as the manifold conveniences of this simple and useful invention are thoroughly understood the whole of the business firms in Hongkong will support the movement by becoming subscribers. In Shanghai great success has already attended the venture, the subscribers in that settlement numbering close upon one hundred—a result which must be regarded as eminently satisfactory.

We understand that the Exchange will be worked after the Law system, which is claimed to be a great improvement on the old annunciator system, introduced by Mr. ELWOOD in the first public exchange ever opened, at St. Louis over four years ago. This Law system does away with the necessity of ringing by the subscriber, who has merely to unhook his telephone and give his number to the ever attentive

operator at the Exchange, who will at once carry out any connection desired. The simplicity of the working is everything that could be wished. The instruments in use at the offices of the subscribers are Blake's transmitter and Bell's hand-telephone, in connection with a Law bell—which last instrument can only be set in motion from the central office.

When it is considered that Chicago, which has the largest Telephone Exchange in the world, the subscribers numbering close upon four thousand, New York, London, Paris, and all other great commercial centres are daily increasing their telephonic communications, it can scarcely be questioned that the invention, which has in many respects revolutionised our old modes of conducting commercial transactions, will before long be in universal use. The usefulness of the system in Hongkong has already been practically demonstrated, so that its general adoption in all business houses can only be a question of time.

TELEGRAMS.

LONDON, February 2nd.
FRENCH POLITICS.

The French Chamber of Deputies has passed the Bill in conformity with a compromise, by a large majority, MM. Fallieres being absent.

LONDON, February 3rd.

ARMING BRITISH MERCHANT VESSELS.
Supplies of guns suitable for arming merchant vessels in case of need are being shipped to Bombay, Hongkong, and the Cape.

HEALTH OF THE FRENCH MINISTERS.
MM. Duclerc and Fallieres are better.

LOCAL AND GENERAL.

WE are informed by the Agent of the P. M. S. S. Co., that the Company's steamer *City of Peking*, from San Francisco, left Yokohama for this port yesterday.

It is remarkable that there are no Jews in Bethlehem or Nazareth. In Bethlehem, two English ladies have a girls' school, with more than thirty pupils.

A YOUNG lady of two-and-twenty years refused to marry a man of fifty, saying that he was neither one thing nor another. He was too old for a husband, and too young to hold out any hope of immediate widowhood.

"CHINESE" Gordon made a very short stay in England after his arrival from the Cape. He almost immediately left for Syria, and it is expected he will make a lengthened sojourn in the East.

A RANCOON paper tells of an elephant which, in crossing a bridge, broke the side rail and fell into the river, a height of more than twenty feet. The mahout was slightly cut about the face, but his charge appeared none the worse, and proceeded to march through the water.

SAYS the Shanghai *Mercury* of January 29th—The Tientsin rowdies were tried at the Mixed Court this afternoon, before the District Magistrate, Mr. Chen, and Mr. Haas. The leader of the gang was sentenced to 400 blows, and 270 were given on the spot; all the others are to receive 100. They were taken off to the city, the leader wearing a cage. They will be detained in the city for some time, and then exported. The District Magistrate complimented the police on having captured these ruffians.

WITH reference to the new Courts of Justice recently opened in London, we note that of the nineteen Courts two will be appropriated to the Court of Appeal, under the names "Appeal Court I." and "Appeal Court II." One will be called "The Lord Chief Justice of England's Court," in which Lord Coleridge will sit. Nine Courts will be called "Queen's Bench Court I." "Queen's Bench Court II." and so on. Four will be called Chancery Courts, and similarly numbered. Two will be called "Probate, Divorce, and Admiralty Courts I. and II." The remaining Court will be called "The Lord Chancellor's Court," in which, at present, Mr. Justice Pearson will sit.

IF "the honourable the Surveyor-General" has any superfluous energy to spare, we would direct his attention to the disgraceful state of the Garden Road, between St. John's Place and The Albany. If the whole of the permanent staff of the department is engaged on the Tiam white elephant, we have no doubt that His Excellency the Administrator will promptly take the services of a few more good birds at Mr. Price's disposal. We cannot see that there would be any greater impropriety in employing convicts on the public roads, than there is in their employment on the foundations of the new hospital. At all events, as it is the first duty of the Surveyor-General's Department to see that the roads of the colony are maintained in good order, we are entitled to demand, in the public interest, that this duty be no longer neglected.

THE leading magnates of Hongkong were never more truthfully "summed up" than by one of themselves—that one being probably the cleverest of all, as he is undoubtedly one of the most conscientious and independent. Speaking of the new Governor, this gentleman observed that he had been informed that Sir George Bowen was a man of very strong will and decided opinions, and expressed a hope that, in the best interests of the colony, such would prove to be the case. He considered that the Governor of this colony should be a man who would not allow himself to be swayed by the interested wishes of the so-called leading residents, for he remarked, "we have plenty good people in Hongkong, but the fault is they all wish to be Governors." The history of our colony's internal troubles—both social and political—is to be found in the last half dozen pregnant words.

SAYS the Nagasaki *Express* of January 27th—H.M.S. *Flying Fish* proceeded to Hongkong under sail on Wednesday last. After receiving extensive repairs she is expected to resume her surveying work on the coast of Korea early in the ensuing spring.

AT the request of a number of subscribers we have struck off a few copies of our report of last year's Hongkong Race Meeting. These handy little pamphlets, which give a full description of the various races, with times and other interesting information, may be obtained at this office, price—twenty-five cents.

THE latest number of the *Japan Punch* gives the following advice (gratis)—1.—If you wish to enjoy good health, never consult a Doctor. 2.—If you object to toothache, never go to a Dentist. 3.—If you have an ardent desire to go to Paradise, never interview a Parson. *Punch* is also of opinion that "no Republican can go to Heaven—it is a Kingdom."

THE population of Canada includes the following nationalities:—Africans, 21,394; Chinese, 4,383; Dutch, 30,412; English, 381,301; French, 1,298,929; Germans, 255,316; Icelanders, 1,009; Indians, 108,347; Irish, 957,403; Italians, 1,849; Jews, 667; Russians, 1,227; Scandinavians, 4,214; Scotch, 699,863; Spanish and Portuguese, 1,172; Swiss, 4,588; Welsh, 9,947; all others 43,537.

ACCORDING to the *Japan Mail*, considerable additions to the Osaka Arsenal are in process of construction, and both by the Army and Navy Departments warlike preparations are vigorously pushed forward. These measures are understood to be simply precautionary, their proximate cause being a feeling of uneasiness engendered by China's inexplicable attitude in Korea. If China is so ill-advised as to rush into a groundless quarrel, she will find Japan, not indeed willing, but certainly well prepared.

HOMER papers report that on December 27 one of the ablest and best-known journalists in Berlin, Dr. Heinrich Maron, shot his wife with a revolver, and then put an end to his own life with the same weapon. It is supposed that this murder and suicide were committed by mutual agreement between husband and wife. The former had fallen into a desponding state of mind, from the combined effect of adverse worldly circumstances and an overburdened brain; while the latter suffered from an incurable bodily ailment. Dr. Maron was distinguished as a political economist, and accompanied the commercial mission which, under Count Eulenburg, went to China about twenty years ago.

SAYS the Higo *News* of the 23rd ult.—Although we have good reason to believe that the Postmaster-General of Hongkong is unremitting in his exertions to make his department as perfect as possible, still it is unavoidable that errors should occasionally be committed, and acts of carelessness occur from time to time among the subordinates of the office. We were shown two cases in point yesterday, where letters bearing the Hongkong post-mark of the 2nd instant only reached here on Sunday by the *Bangalore*. The person to whom one of these letters was addressed received a letter bearing the same mark a week previously. Of course, the delay was owing to some oversight in the Hongkong office, and it is just as well Mr. Lister should be made acquainted with what has occurred.

THE *Times* points out that England has interests in the Suez Canal which gain no additional security from the construction of three new passing places. "It is, perhaps, not very uncharitable to assume that such action as the Canal Company has taken has been prompted by a natural desire to forestall the schemes which have been mooted for making our road to India independent of M. de Lesseps. These schemes, however, stand precisely where they did. No matter what commercial advantages may accrue from the expenditure of the money now to be raised, the duty of the English Government to devise effective measures for the protection of interests which have been shown to be so easily assailable remains imperative. As the largest shareholder in the Canal, this country cannot wish in any way to injure its mercantile prosperity. But there are things more important than dividends; and if they cannot be secured except by extraordinary measures, such measures must be taken. If other measures fail, it is always possible to construct an alternative route from the Mediterranean to the Red Sea."

SAYS the Japan *Mail*—Following on the footsteps of a false rumour that Admiral Yenemoto had been recalled from Peking, comes a story that China proposes to send a special Envoy to Tokyo for the purpose of demanding the surrender of the Rikuku Islands. That no such intention exists, it is of course impossible to assert, but we are at all events in a position to say that if China thinks of sending an ambassador on such an errand, her design has not yet been communicated to the Foreign Office in Tokyo. In a recent issue we explained to our readers at some length the present state of the Rikuku complication, and the situation has undergone no material change since then. It is well known that the Chinese Minister in Tokyo has more than once endeavoured to elicit some proposition from the Foreign Office; but with every desire to relieve her neighbour and herself of such a paltry source of trouble, Japan is virtually powerless. Were the dead-lock caused by a rejection of propositions put forward by her, it would of course be easy for her now to modify or remodel them. But seeing that she formally agreed, two years ago, to propositions advanced by China, and that China, having herself embodied those propositions in a treaty and appointed a day for signing it, suddenly changed her mind at the eleventh hour, it is difficult to see how Japan can do anything but wait to be told where the trouble lies. Not possessing the faculty of divination, she declines the task of finding out China's wishes, seeing that "China" is apparently unable to discover them herself.

WHAT'S a hat without a head? Captain Innes, of the Guards (usually called Jack Innes by his contemporaries), was with others getting ready for Flushing, or some of those expeditions of the beginning of the great war. His commanding officer remonstrated about the badness of his hat and recommended a new one. "Na na! bid a wee," said Jack; "where we're ga'in faith there'll soon be mair hats nor heads."

A GASCON gentleman, sitting at table with several Romans, greatly extolled the beauty of the Garonne, the splendid river of his native province. "To hear you talk," said one of the guests, "our Tiber is a mere brook compared with your Garonne!" "The Tiber!" exclaimed the compatriot of Henry IV., "the Tiber if ever it had the impertinence to flow past the foot of my chateau, I would have it bottled."

SAYS the Shanghai *Courier*—The Chinese have a theory that a headless corpse in this world wanders about as a headless ghost in the next, and to cheat the spirits, they adopt the subterfuge of fixing a wooden head to a corpse, thinking thereby that the spirits will not know the difference. A case of this kind has lately occurred. It will be remembered that the head of the Mandarin who was murdered in Quangse Road could not be found. Search was made for it, without success, so the "compradore" who was a friend of the deceased, had a wooden head made and placed in the coffin with the body of the murdered man. This having been done, the corpses of the mandarin and his wife were yesterday removed from Quangse Road for burial.

REV. T. M.—minister of one of the country towns in Massachusetts in the last century, was an athlete, a most eloquent pupil orator, and a wit of the school of Dean Swift. He was the "dreadful" wrestler concerning whom the anecdote every little while goes the rounds, who, called from his bed for the honour of the town, prostrated with ease the challenger from a distant place, and is even said to have thrown him over the fence. He was rather a worldly man, and was in the habit of letting money at rates considerably exceeding the legal 6 per cent. A deputation of the church, headed by one of its good deacons, visited him to remonstrate against the practice, which had become no light scandal. Getting wind of their visit, he received them at his door with the courtesy few could practise better than he when he chose, and led the way into his parlour. After a few minutes of conversation on indifferent topics, the delegation hastily and timidly (for they feared his sharp tongue) introduced the subject of their call; spoke of the current rumours of his receiving 12 per cent. annual interest on loans; and in the name of the church mildly protested against the habit. Mr. M.—, who had listened with attention and deference at the close of their address inquired, "Is this all?" On being told that it was, he said:—"Brethren, be assured I will never hereafter be guilty of taking 12 per cent. interest. Set your hearts at rest on that matter." Relieved at having escaped a "dreadful scene," they retired, well pleased at their success. Mr. M.— accompanied them to the door, and at parting, with gravity and dignity, said:—"Brethren, let me again assure you I will never after this take 12 per cent., for I have found I can just as easily get eighteen!"

THE Mauritius *Planters and Merchants Gazette*, referring to the appointment of Sir John Pope Hennessy to the Governorship of that colony, remarks:—"We have to record the nomination of Sir John Pope Hennessy to the Government of this colony, *vice* Sir George Bowen, who is to replace our new Governor at Hongkong. Sir George Bowen, after some months' service in Mauritius, proceeded to England on leave of absence, under some such plea as that of urgent private affairs. By having his leave extended, from time to time, by Lord Kimberley, the Colonial Minister, he succeeded in passing a couple of years in Europe—drawing first full pay, and later on half pay. A more discreditable transaction it would be difficult to conceive. The exigencies of the public service required the presence of the Governor at his seat of Government. No one could know this better than the Secretary of State and Sir George Bowen. The best interests of the public service were subordinated to private interests. It would have been far better for the colony to have presented Sir George Bowen with a lump sum, equal to the amount of salary he received during the two years he remained our absent Governor. Whatever claim he may have had on the Imperial Government, on this colony he had only that resulting from a few months' service. It would nevertheless have been to the interest of the colony to have incurred this expenditure. Sir George left his post at a juncture when measures of the greatest importance had not only to be considered but to be solved. He left his Government in the hands of a gentleman possessing but a limited experience in Colonial government. That matters have not progressed as well as they might have done need not occasion surprise. But despite reiterated protests, Sir George Bowen remained as stated, absent from his government for two years. Whether he remains the absent governor of Hongkong for a similar period, or whether he proceeds to his government there at once, or in a few months, need not here be speculated upon. Suffice it for us to know that his connection with Mauritius has ceased. The appointment of his successor, Sir J. Pope Hennessy, is viewed here with considerable apprehension. The rule here with Sir Arthur Gordon, some short time since, was disastrous to a degree, to the best interests of the colony. We have heard it stated that the general views of Sir Arthur, relative to all questions of race, are mild indeed in comparison with those of our new Governor. But as we have indicated, we are all prepared to extend a hearty welcome to Sir Pope Hennessy. The interests of the various races here are so blended, that those of one portion cannot be prejudiced without endangering those of the other section. All this cannot, we hope, fail to force itself upon the mind of our new Governor. But he is soon, report says, to be in our midst, to see and act for himself."

SAYS the Japan *Mail* of January 20th—The session of the Cabinet was opened by His Majesty the Emperor, in person, on the 15th instant, and since that day several conferences have been held, the chief subject of debate being understood to be the necessity of increased military preparations in view of China's uncertain attitude.

THIS "Preposterous Belt Case"—as a contemporary has well described this injudicial inquiry into the squabbles of an insignificant clique—has, says "Gil Blas" in the *Overland Mail*, reached its end at last, at all events for the present. Every effort will be made, we expect, to obtain a new trial; and that the defendant is justified in taking such a course few who have watched the reports from day to day will dispute. It has been apparent from the first that the proceedings were anything but free from bias in favour of the plaintiff; indeed, in the view of any one at all conversant with art, Sir Frederick Leighton's evidence alone was conclusive so far as regards the purely technical question involved. But the judge has laid it down that the evidence of experts is not worth as much as that of amateurs, and the jury, after the manner of its kind, has adopted the opinion. The result will cause great dissatisfaction to all but friends of Mr. Belt, for it is difficult to feel that justice has been done.

THE increase of perjury in English law courts suggests to the *Spectator* a capital story of the way in which a Danish colonial magistrate, for whose exceptional character and ability it vouches, suppressed perjury in his court. "He said nothing of his method, but an English friend seated beside him on the bench, noticed that, whenever a witness told a palpable lie, he jumped. He asked the reason, and the magistrate, after a caution, revealed his secret:—"My orderly stands behind the witness, and whenever I put my left hand to my ear, that indicates that the evidence is false, and he runs a pin into him." The "sting of conscience" in this material form proved effectual, and the magistrate, who died honoured throughout Denmark, in three years turned an Alsatia into one of the most orderly and law-abiding of communities. He could always get the truth. But how many English magistrates are able to know exactly when witnesses perjure themselves, and is it not possible that the orderly of the worthy Dane occasionally pricked the wrong man?

THE British Admiralty is at present, says the *Army and Navy Gazette*, the laughing-stock of the whole of Europe, as much amusement has been created in foreign naval and military circles by its recent communication to the *Times* anent the creation of a Secret Intelligence Department. Foreign admiralties have for years had the benefit of similarly organised departments, but they have never publicly acknowledged the fact, much less published the names of officers connected with it to the whole world. These, as a rule, travel incognito and render much useful service. British officers go abroad with a flourish of trumpets—and learn nothing. Great care is taken to prevent their gaining any information of importance. It has long been known at Pola, Vienna, Berlin, Paris, and St. Petersburg that an institution of this kind was being organised in London; and although foreign Governments are bound to acknowledge the utility of such a department, they are not a little surprised and much amused at the *naïveté* of the English Admiralty publicly acknowledging the formation of a "Bureau d'Espionnage."

A NAPLES correspondent says—The first time that the "Barbieri di Seviglia" was produced (at the Theatre Argentina in Rome) a singular combination of comic circumstances, which in Naples would be considered as the result of the evil eye, "jettatura," aided in causing a fiasco. The theatre was unusually full of priests, and a great prejudice existed against the bold young composer who had dared to set to new music the opera of Paisiello. To add to this prejudice Rossini unfortunately wore a greenish-coloured coat, which excited a storm of laughter as soon as he appeared in the orchestra. No sooner did Almaviva (played by Garcia) commence the serenade beneath Rosina's window than all the cords of his guitar snapped with a loud twang, calling forth another burst of ominous laughter. The same thing happened to Figaro's mandolin as soon as the jolly barber attempted to touch a string. Then appeared Don Basilio, who, under the influence of the fatal "jettatura," stumbled and fell, knocking his nose against the side scene, so that on rising his white hands were stained with blood. In his pain and confusion he wiped his nose on the hem of his soukane, and now whistles, calls, and shouts of laughter drowned the voices of the singers, and the dis of the orchestra, and poor Rossini, covered with shame, fled to hide in his own house. It is well known that the second representation of the opera was a triumph. Rossini was in bed, and was aroused by loud acclamations below his window. He was forced to rise, dress in haste, and descend into the street, and was accompanied to a festive supper by crowds of enthusiastic people carrying torches.

SPORTING NOTES.

Notwithstanding the incessant rains of last week the racecourse is again as hard as adamant. This, however, did not prevent a lot of galloping work taking place this morning. Nearly the whole of Mr. Paul's powerful team were put through the mill. The Derby favourite Homprie, ridden by Mr. Nickless, galloped a mile and a half in very resolute fashion, finishing in capital style, and pulling up sound. Montezuma was sent a mile, and failed to please the *signalement*, a general impression prevailing that there was a screw loose somewhere. The handsome chestnut has been generally fancied for the Wong-neh-chong Stakes, and rather expensive investments have been made on him for that race. I have no pretensions to infallibility of judgment, still my opinion may be worth something, and my opinion about Montezuma and the Wong-neh-chong Stakes is, that the dark chestnut will have to improve about three stone between now and the race day to have a one hundred to one chance of winning the half mile. A better guess than the Shanghai Derby and Criticism winner I would not desire to see; but the pony appears to have so entirely lost his dash of speed that unless he makes wonderful improvements he will be completely outpaced by such flyers as Merry Monk, Second Violin, Gang Forward and Strathpeffer.

will be completely outpaced by such flyers as Merry Monk, Second Violin, Gang Forward and Strathpeffer.

Coming events cast their shadows before. Shamrock galloped two miles at a rattling pace, going well within himself, and finishing full of running. If Tajmahal fails to stand a preparation, the hardy brown will carry the straw jacket in the Fochow Cup, and I fancy will prove an efficient substitute for the veteran stayer. Prejudice and Newmarket galloped steadily a mile and a half, the grey coming away at his ease in the last hundred yards, and winning by six lengths. Rose was confined to trotting exercise, going in much better form than he has yet displayed in Hongkong. Sunlight, Sunshine and Kester I did not see on the course, but possibly they escaped my observation.

Rebel went a steady six furlongs gallop by himself, Opal and Lavender covering a mile, the white winning in a canter in 2.25. An interesting two mile "pow" took place between Tajmahal ("Horse" up) and the brown griffin Sunrise, with Mr. Nickless in the saddle. The old dun galloped in greatly improved form, cantering alongside his opponent and coming down the straight pulling double-time for the full distance 4.52. Chatterbox covered half a mile in 65 seconds—last quarter a shade under 32.

Scotch Reel galloped steadily a mile and a half, moving fairly well. Pizicotti, by himself, strode along for about a mile, and a half at a very slow pace. Chills, Colleen, accompanied by Strathpeffer, the old grey ridden by the most diminutive jockey I have seen in the Far East, trotted about three miles, and then galloped down the straight at full speed. Gang Forward and Second Violin finished a bout of trotting by going "a quarter" at a fast pace. Little Warlock galloped half a mile in a shade under 1.2 seconds. Bothwell cantered about five furlongs, Cutty Sark going once round at high pressure. Dauntless, Lord of the Isles, Darnley and Allegro did a lot of trotting work, the last named afterwards galloping the length of the straight.

Several of Mr. Tasman's did healthy work, and I observed Dewent studding along with Mr. Tennant in the saddle. Ambassador, Triumph, Esperance and Santanella of Mr. St. Vincent's were on the course, but did nothing noteworthy. Ricci made his re-appearance and appeared to trot soundly enough. Hickory galloped a quarter of a mile twice at about three part speed. Pearl (late El Dorado) was sent a long steady gallop, and I should imagine he is a useless brute. First Flight strode along in magnificent form, his last quarter under 32 seconds. Several of Mr. St. Andrew's galloped various distances, but generally at half speed. Blunder, Blas and Castigate both galloped, the last named in capital style. Eggs was ridden by Mr. Reynell in a steady gallop, the family animal evidently being slightly defective in speed. Snail, Buggins, and Silverstreak went through the usual curriculum. Peanut (late Arabi Bey) and Blackbird were walking about in the enclosure, but did nothing, whilst Rialto and Incubus galloped very steadily for about two miles.

The latest additions to the ranks of the slain are Mr. Henry's shapely chestnut Pelham, and Mr. Kerfoot's latest Derby candidate Cobnut. The chestnut is stifled all over as a result of his gallop on Saturday, whilst the chestnut's lameness is not so easily perceived. If the course continues in its present condition, owners will have to cry the coronach over several other prominent candidates before this day week.

AN OLD SPORTSMAN.
Hongkong, 5th February, 1883.

CRICKET.

THE "AMOI" ELEVEN v. THE CLUB.
The return match between the team of players who represented Hongkong against Amoy last month and a Club eleven, was played on Saturday, and resulted in an easy win for the first named by 130 runs, a result mainly due to the deadly bowling of Travers and the wretched fielding of the Club representatives.

The Club went first to the wickets, but could make no headway against the deliveries of Travers and Rice, and were all out for "a century," of which D'Aeth contributed 38—one five; one four; four threes; four twos; and singles in slashing style. Hynes with 15 and Hodder with 14 were the only other batsmen who reached double figures. Travers bowled very well indeed, securing five wickets for 34 runs, whilst Rice's four wickets cost 49 runs.

Rice and Hawkins commenced the batting for the "Amoy" team, Wilson and Birch leading off the attack. The bowling was decidedly weak, and changes were frequent, no fewer than seven different trundlers trying their skill. Added to this, the fielding was wretched all round, any number of catches being missed. Both Rice and Coxon, who scored 63 and 67 respectively, had several "lives," of which they afterwards made good use. When the ninth wicket fell the telegraph showed a total of 230 runs, and as Newington was absent, the match thus terminated in favor of the "Amoy" players by 130 runs.

The following are the scores:—

CLUB.	
Mr. G. W. Douglas, c. Hawkins & Travers	0
Mr. O. J. Dorney, R.N. & Travers	0
Mr. F. Hynes, c. Hodder & Rice	15
Capt. Gordon (Bath), c. & Travers	38
Mr. E. W. Birch, c. Hodder & Rice	14
Mr. A. Wilson, R.N. & Travers	1
Mr. G. D. Aeth, c. Oron & Rice	38
Mr. E. O. Hodder, R.N. & Travers	14
Mr. W. Hynes, c. Travers & Rice	15
Mr. C. P. Lloyd, R.N. & Bunsbury	7
Mr. A. Pearson, not out	67
Extra	8
Total	230
"AMOI" TEAM.	
Mr. H. G. Rice, c. Lloyd & Birch	63
Mr. W. A. Hawkins, c. & Birch	11
Mr. B. L. Coxon, c. Hynes & Pearson	11
Mr. G. D. Aeth, c. & Hodder & Pearson	3
Mr. G. W. Douglas, c. Oron & Rice	1
Mr. A. K. Travers, c. Douglas & Dorney	18
Mr. W. A. Bunsbury, c. Travers & Rice	11
Mr. E. O. Hodder, c. & Travers	10
Mr. A. S. Birch, c. & Pearson	7
Mr. T. Hynes, c. Wilson & Pearson	15
Mr. E. A. Newington, c. (absent)	10
Extra	10
Total	260

THAMES-STREET "INDUSTRIES." By Henry Russell. This Illustrated Pamphlet, on "Parliamentary Chemistry," published at 6s. 6d. has been sent to the Chemist or dealer in Pharmacy, by the World, by John Cooper & Co., Limited, 10, Abchurch Lane.

"FAUST" AT THE CITY HALL.

The Italian Opera Company represented Gounod's famous opera "Faust" at the Theatre Royal, City Hall, on Saturday night to a rather limited attendance. The bitter coldness of the weather and several counter attractions in connection with our forthcoming races, no doubt kept away many regular habitués of the opera, who, under other circumstances, would have been present.

However, the performance, taken as a whole, was a very creditable one, and was very well received by the audience. Signora Lubici achieved a decided success as *Margherita*, singing the florid music of this trying part with taste and general accuracy. We have heard the Jewel Song more artistically rendered, still, Signora Lubici sang this difficult *chef d'œuvre* with good effect, the shake and ascending scale showing the *artiste* to be in capital voice and full of confidence. As an actress, the *prima donna* is always earnest and conscientious, but her style is purely conventional. The *Faust* of Signor Arigoni was about the feeblest conception of the part we have ever seen. This gentleman's excellent singing is completely swamped by his glaring histrionic incapacity. As an actor he is outside the pale of criticism, whilst as a tenor vocalist he has capital claims to favorable consideration. Signor Arigoni was most successful in the beautiful "Salve, *Amore*, *casta e pura*," his pure, rich voice being heard to great advantage, and the singer was deservedly applauded.

The *Mephistopheles* of Signor Lanzoni was, under all the circumstances, a very meritorious performance. The *basso* sang in capital form, and acted throughout in a most spirited fashion, his rendering being quite free from the absurd mannerisms and exaggerations which so frequently disfigure this part. We have nothing but praise for Signor *Clodi*, who represented the comparatively minor *role of Valentine* in a style never previously seen in this colony. The popular baritone was in good voice, and sang in his usual finished and effective manner. Signora Bertolini rendered excellent service as *Marta*, whilst Signora Silini scored another legitimate success as *Stiebel*. The minor characters and chorus were, as usual, sadly deficient.

The accompaniments were admirably played by Signor Goré; but the waits between the acts were prolonged to an unnecessary length, causing a vast deal of grumbling. The stage management evidently wants seeing to. It was long past midnight before the representation terminated, a large number of the audience leaving at the end of the third act. It is to be hoped the Directorate will amend what is assuredly a serious grievance.

The performance of "Ruy Blas," advertised for to-morrow night, has been indefinitely postponed; but Signora Lubici takes a benefit on Thursday, when Verdi's "La Traviata" will be produced. We hope the accomplished *prima donna* will have a full house.

THE NEW FLOATING FIRE ENGINE.

The conversion of No. 1 Government steamer into a floating engine has at length become *un fait accompli*. The engine, fixed in a launch gliding in a coating of bright red paint, "Govt. Fire Engine" being displayed conspicuously in white letters on her sides, was, after having been in the hands of the Hongkong and Whampoa Dock Company some three months, handed over to the Fire Brigade complete on Saturday, the conversion having been effected by the Company in a very creditable manner a couple of days beyond the time fixed by contract for the completion of the work. The launch is some 75 feet over all, having a beam of 12 feet, and a depth of 5 feet. She has two cabins, one fore and one aft, and the motive power, both for propelling the boat and working the pumps, is supplied by the one boiler. Our accurate morning contemporary states that after her speed had been tested, the fire extinguishing gear was set to work &c., &c.; but we, who have ever a sacred regard for truth and accuracy, believing with Dr. Duncan that "no error is trifling, for every error displaces some truth; and not only so, but undermines all the truths that surround it, or are connected with it," take the liberty of reverting to the order of things, by stating that the fire extinguishing gear had been set to work and was found to operate in the most satisfactory manner, the launch's speed was then tested in a trial trip of about two miles, from the Dock in an easterly direction, back again, and then to Peddar's Wharf. The trial trip disclosed that she is capable of easily exceeding the contract speed of six knots. Some difficulty, however, was experienced on Saturday in keeping up steam, owing to the fact that the boiler, to defective draught, which is obstructed by the confined space in which the engine is fixed. At all events, there is greater difficulty in keeping up steam since the engine was put into the launch than before. It is thought, however, that the difficulty can be in a great measure, if not wholly, overcome by the use of good coal, that burned on Saturday having been, it appears, of an inferior description. This view would seem to be borne out by the fact that when wood was burned, the steam, which had gone down gradually to 10 lbs, went up in a few minutes to 20 lbs. We hope the expectations in regard to the use of good coal will be realized, for we understand that in consequence of the engine being surrounded by the shell of the launch, there is not so free a current of air as there was before the conversion; and it is very important that steam should be kept up to at least 20 lbs. for ordinary working in the supply of the shore engines up hill in town; for this, indeed, trials of steam would be required; but in case of fire in the harbour, the floating engine could go alongside the ship. As to the enlargement of her boiler some two years ago, it takes a considerable time—about half an hour—to get up steam. Mr. Creagh, the Superintendent of the Fire Brigade, has given orders to have the water in the boiler at all times kept warm with banked fires. Had the new floating engine been available when the *Carisbrooke* caught fire recently, much might have been done in the way of saving the vessel, but success would have been greatly delayed upon the hold the fire had not got extinguished when the alarm was given at two o'clock on the morning of the burning, the fire had reached a stage which rendered thinking the *Carisbrooke* a necessity, but as an earlier period the might probably have been saved by the new engine. In this latest addition to our fire extinguishing

machinery, the community has acquired a valuable engine, which may be reckoned upon to do good service, not only in case of fire in the harbour, but also at Aberdeen, Shau-ki-wan, Yau-ma-tei, the Hungnam Docks, and at Messrs. Butterfield and Swire's new Sugar Refinery in course of construction at Quarry Bay, as well as at the coal godowns to be built near the water side at Kowloon by Messrs. Chater and Hughes; as an auxiliary to the shore fire brigade, she will be of great service, and we think the \$6,000 laid out on the conversion could not have been better spent. As a shore engine, she was almost useless, by reason of her great weight and unwieldiness, and when first sent out here in 1868, her owners succeeded her being fixed on a barge and towed about the harbour by a steam launch. Upon the principle, we suppose, of the Spanish proverb, "If you want to beat a dog, swear he at your iron," our morning contemporary indulges in a particularly feeble side thrust at Sir John Pope Hennessy. "The desirability," says our impartial contemporary, "of having a floating engine, has been long felt, and it is only after a change of the head of the Government that this plan, which had been known aside for years, has been adopted." Through aside by whom? The question of the conversion of this very steamer into a floating engine having been under consideration since her first arrival here in 1868, what, we would ask, were Sir John Pope Hennessy's predecessors doing all the time they were here that they failed to have the conversion carried out? We learn that the matter was brought prominently to the notice of Sir Arthur Kennedy, but that he shelved the question for some reason or other, and now the *Daily Press* seeks to throw all the blame on Sir John Pope Hennessy. No doubt Mr. Marsh deserves credit for having done so energetically as he appears to have done, but whatever blame attaches to Sir John Pope Hennessy in the case, attaches equally, we hold, to his predecessors since 1868, and we very much doubt whether the question was ever brought prominently to Sir John's notice, as we understand, it was to that of Sir Arthur Kennedy. It is intended to have another trial of the new floating engine shortly with good coal, after the Chinese New Year. She lies a little to the east of the Canton wharf, which will be probably her permanent station, and in her coat of bright red paint, forms a conspicuous object in the harbour. The slip at Yau-ma-tei to be constructed at the New Police Station will afford her a refuge in the event of a typhoon.

WINNING OWNERS ON THE ENGLISH TURF.

Mr. Crawford, who was at the top of the list last year, is again first, having nominally won stakes worth 25,000*l.* as Mr. Crawford has nothing of a very costly breeding establishment, and as he enters his horses freely all over the country in all sorts of races, from Post Sweepstakes of 200*l.* each down to selling plates, it is obvious that his expenses must be enormous, and on the score of forfeits alone at least 10,000*l.* must be deducted from his total. Macheath, a two-year-old of his own breeding, was Mr. Crawford's most profitable horse, as he won eight races out of the eleven for which he started (and he ought to have won ten of them), worth 10,000*l.* Mr. Lefevre comes second, with 15,700*l.*, just ten times the amount he won in 1881; for this rise he is principally indebted to Tristan, who won nine races worth 7,000*l.*, and to Ladislav (winner of the Dewhurst Plate) and Hauteur (who won the Champagne, Clearwell, and other valuable stakes). Mr. Lefevre's "home-bred" two-year-olds have done badly. The Duke of Westminster is third, with 13,800*l.*, most of which was won by Shetover, whose very existence was hardly known to the majority of racing men till within ten days of the Two Thousand. Lord Falkmouth is fourth, with 13,200*l.*, more than half of this was won by Dutch Oven. Lord Falkmouth's stake account at Epsom was over 500*l.* to the bad, and at Ascot 850*l.* Off his two-year-olds, Prince Maurice (brother to Dutch Oven) had thirty-four engagements, and never started. It is the same dismal story with Grandmaster (half-brother by Kingcraft to Wheel of Fortune) and his thirty-seven engagements, and with Red Rose (half-sister by Queen's Messenger to Tannet), who has thirty-four engagements, and never started. Lord Falkmouth's two-year-olds, the principal success being Quicklime's victories in the Grand Prix at Epsom and the Prince of Wales's Stakes at Ascot, together worth 6,300*l.* Mr. L. Rothschild has been fortunate with a lot of moderate horses, as he has won forty races—a larger number than any owner except Mr. Crawford—worth 11,000*l.* His best animal was Nellie, who deteriorated considerably after her fine race in the One Thousand. The Duke of Hamilton is fifth, with 9,800*l.*, and he was certainly lucky in securing the Alexandra Plate with a moderate horse like Fiddler and the Goodwood Cup with an ex-hurdle-racer like Friday; but this last race was an arrant fluke. Lord Rosebery, third last year with 16,300*l.*, has sunk to 9,300*l.* Mr. Jardine has won 9,200*l.*, but his high-priced yearlings have not done well, and Shrewsbury, who cost 1,800*l.* guineas in 1880, has only succeeded in winning once, while the Hyacinth, who cost 2,000*l.* guineas, has won nothing. Lord Ellenborough has lost 9,000*l.* to nearly 9,000*l.*, his principal successes being with Wallenstein (bought out of Mr. Lorrillard's stable), Boswell (bought at the sale of Mr. Saville's stud), and Lowland Chief. Mr. R. Peck has won thirty-three races, worth 7,300*l.*, most of them small plates, secured through the clever "placing" of very common animals. Hackness was the largest contributor, and if her "back-end" form was correct her owner was exceedingly fortunate to win the Cambridge Stakes with so moderate a horse. Mr. Peck's two-year-old half-sister, to Kermesse, which cost 1,500*l.* guineas as a yearling, has never started, for one of her thirty-six engagements. Cannon, who combines training and owning with riding, and succeeds in all, has won twenty-two races, worth 6,700*l.*, and if his two-year-old Sigmophone "trains on" he will have an excellent chance for the Derby. Mr. Leigh, who races under the supervision of Capt. Macchell, has won 6,200*l.*, his best winners being Goggles and Rookery; the last was one of the finest two-year-olds of the season. Col. Forester has managed to win 6,000*l.* by his dexterous management of some by no means smart animals. Mr. Holdsworth, after many seasons of dire misfortune, has won 5,700*l.*, and in Adriana he perhaps owns the best two-year-old of the year; but two colts of the same age had seventy-eight engagements, and neither has started for a single race. Lord Stamford is indebted to Gohemmiss for 5,000*l.*, Count Lagrange, who won 4,500*l.*, has sunk to 4,000*l.* Prince Selkirk has lost 13,000*l.* and 10,000*l.* to 2,700*l.*, and in reality must be considerably to the bad, as his two-year-olds were very heavily engaged. Mr. Lorrillard, second last year with 18,000*l.*, has come down to 1,000*l.*, and five of his two-year-olds began the season with 225 engagements! Their forfeits must already have amounted to at least 4,000*l.* Mr. Keene has 1,700*l.* against 11,000*l.* last season; Foxhall's Ascot Cup being his only notable victory, and the average of his horses at that celebrity has failed ignominiously. Mr. F. Gretton, with nearly forty horses in training, won only 1,300*l.*, and was probably 15,000*l.* out of pocket by his stud for expenses alone; and Mr. Perkins, another enterprising speculator in high-priced yearlings, was only 2,000*l.*—*Overland Mail*.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE BURNING OF THE CARISBROOKE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—In your article of Tuesday, January 30th, on the burning of the *Carisbrooke*, you state that with the exception of the crew of the *Thales* not one merchant vessel in harbour attempted to render the slightest assistance to the burning steamer. Neither was any mention made in the reports of the other two local papers, nor in the letter written to you by the chief engineer of the *Carisbrooke*, of the very laudable and excellent services rendered by the officers and engineers of the P. & O. steamer *Zambesi*, who, with an Indian crew, in a quiet way pulled alongside just as the flames first appeared on deck, having in their boat a powerful fire pump, the hose of which was, within a minute after their arrival on the scene, at work on the fore deck and playing on the fire, the pump being worked in the boat alongside by their crew. By its continued playing on the woodwork about the deck, this pump succeeded in keeping the fire from spreading forward to where Capt. Scott, assisted by the officers of the *Thales*, was getting the cable ready for slipping, and I am sure that but for the *Zambesi's* pump and people no one could have remained on the fore deck until the arrival of the *Fame*, when the burning steamer was towed into shoal water.

I also notice in "Banian's Chit-Chat" of last Saturday an unsparing condemnation of the conduct of the Chinese boat people, and of their having to be cut adrift before they would go to the assistance of the passengers on the burning steamer. I can only say, that from the swarms of native boats, large and small, that came alongside as soon as the flames appeared, it is inconceivable to me that they all required forcing. Neither, as it turned out, would any passengers' lives have been endangered had no Chinese boats gone at all, for with Lane, Crawford and Co.'s water-boat, which was alongside, the Police boats, her own boats, and those from the other vessels, they could easily have been taken off the steamer in plenty of time, as the fore part of the ship was safe for hours, and the after part entirely unharmed until she sank some four or five hours afterwards.

That credit may be given where it is due, I hope you will insert the above, and thanking you in anticipation, beg to subscribe myself,

ONE WHO WAS THERE.

Hongkong, February 5th, 1883.

STEAMERS EXPECTED.

The Shire Line steamer *Merionethshire* from London, left Singapore on the morning of the 30th ultimo, and may be expected here on or about the 5th instant.

The steamship *Albion* (Messrs. Geo. R. Stevens & Co.'s line) left Sydney for Hongkong on the 12th ultimo, and may be expected to arrive here on or about the 5th instant.

The steamship *Hungarian* left Sydney for Hongkong, via Queensland Ports, on the 19th ultimo, and may be expected to arrive here on or about the 12th instant.

The E. & A. S. S. Co.'s steamer *Bowen* left Sydney on the 20th ultimo, and is due here on or about the 14th instant.

The N. L. S. N. Co.'s steamer *Camorta* left Batavia on the 1st instant, and may be expected here on or about the 17th.

The steamer *Tennadic* left Sydney on the 3rd instant, and may be expected to arrive here about the 27th.

HONGKONG TEMPERATURE.

(FROM MISSES FALCONER & CO.'S REGISTER.)

	Yesterday.	To-day.
Barometer—P.M.	30.18	30.00
Thermometer—P.M.	75.18	75.18
Thermometer—P.M. (Wet bulb)	68.18	68.18
Thermometer—P.M. (Wet bulb)	68.18	68.18
Thermometer—P.M. (Wet bulb)	68.18	68.18
Thermometer—P.M. (Wet bulb)	68.18	68.18
Thermometer—P.M. (Wet bulb)	68.18	68.18
Thermometer—P.M. (Wet bulb)	68.18	68.18
Thermometer—P.M. (Wet bulb)	68.18	68.18
Thermometer—P.M. (Wet bulb)	68.18	68.18

Today's Advertisements.**ROYAL ITALIAN OPERA.**

THEATRE ROYAL, CITY HALL, HONGKONG.

SPECIAL PERFORMANCE ON

THURSDAY,

THE 8TH INSTANT,

FOR THE BENEFIT OF

SIGNORA LUBICCI

PRIMA DONNA ASSOLUTA.

When will be produced

VERDI'S CELEBRATED OPERA

"LA TRAVIATA."

Between the Acts Signora Lubicci will sing

G. A. OSBORNE'S beautiful English ballad

"Who's at my Window."

Seats may be booked at Messrs. KELLY & WALSH'S, where a Plan of the Theatre is now on view.

Hongkong, 5th February, 1883. [119]

FOR SALE.

A SPLENDID LARGE BLACK

RETRIEVER DOG.

WELL-BRED AND GOOD-TEMPERED.

Apply

ON BOARD,

The British Ship "SOPHOCLES."

Hongkong, 5th February, 1883. [120]

LOST.

AT THE RACECOURSE ON SATURDAY,

January 27th a RACE GLASS. The

Finder will be Rewarded on RETURNING the

same to

W. M.

Care of Hongkong Telegraph Office.

Hongkong, 5th February, 1883. [121]

HONGKONG RACES, 1882.

NOW READY, PRICE 25 CENTS.

A COMPLETE REPORT

OF

THE HONGKONG RACE MEETING OF

1882, IN TABLE FORM.

PRINTED FOR

THE "HONGKONG TELEGRAPH" OFFICE.

Hongkong, 5th February, 1883.

Intimations.**KELLY & WALSH.**

HAVE JUST RECEIVED THE FOLLOWING NEW CABINET PHOTOGRAPHS.

THE QUEEN.
PRINCE OF WALES.
PRINCESS OF WALES AND CHILDREN.
PRINCE ALBERT VICTOR.
PRINCE GEORGE.
THE EMPEROR OF RUSSIA.
THE POPE.
THE EMPEROR OF GERMANY.
FOUR GERMAN EMPERORS.
KING OF SPAIN.
CARDINAL MANNING.
CARDINAL NEWMAN.
MR. GLADSTONE.
MR. JOHN BRIGHT.
LORD CAIRNS.
MARQUIS OF SALISBURY.
MR. HENRY IRVING.
COUNTESS OF DUDLEY.
COUNTESS OF LONSDALE.
COUNTESS OF GROVESNOR.

MRS. LANGTRY, SEVERAL POSITIONS.
MRS. WORTH.
MRS. EVELYN RAYNE.
MISS MAUDE BRANSCOMBE.
MISS DULIN.
MISS GRAHAM AND MISS DULIN.
MISS PULLEN.
MRS. DURHAM.
MISS FLORENCE ST. JOHN.
MRS. L. COOTE.
MISS CALHOUN.
MISS MABEL BEAUFORT.
MISS MABEL BEAUFORT & Miss BESSIE BELL.
MISS VIOLET CAMERON.
MISS NEWTON.
MISS FANNY DAVENPORT.
MISS ADA WILSON.
MRS. MARINI.
MISS CONNIE GILCHRIST.
MISS FORTESCUE in "PATIENCE."

WORKS OF UTILITY AND REFERENCE. 40. CENTS EACH.

Law of Banking.
Law of Horses.
Law of Master and Servant.
Law of Trusts.
Law of Bills, Cheques and I.O.'s.
Handy Book of Public Meetings.
Law of Registration of Trade Marks.
Law of Joint Stock Companies.
Law of Private Trading Partnership.
Tourists' French Pronouncing Hand Book.

The Secretary's Assistant.
Familiar English Quotations.
The Handy Book of Synonyms.
Familiar French Quotations and Proverbs.
Dictionary of Mythology.
Dictionary of Daily Blunders.
Handy Classical Dictionary.
Familiar Latin Quotations.
Dictionary of English Proverbs.

KELLY & WALSH—HONGKONG.

Hongkong, 31st January, 1883.

For Sale.

F. BLACKHEAD & CO.

SHIPCHANDLERS, STORE-KEEPERS

AND

GENERAL COMMISSION AGENTS,

PRAYA CENTRAL.

HAVE RECEIVED EX LATEST ARRIVALS.

AMERICAN CAST STEEL SHOVELS.

PICKS. AXES. HATCHETS.

ENGINEERS' & HOUSEHOLD HAMMERS.

PATENT BIT-BRACES.

AUGER-BITS.

DRILLS.

GIMBLETS.

SQUARES.

PATENT BRASS PADLOCKS &

CHEST-LOCKS.

MRS. POTT'S PATENT SADRONS.

COOKING STOVES.

FAIRBANK'S SCALES.

FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES.

BREAST DRILLS, AUTOM. BORING

TOOLS.

ANVILS, VICES, AND DRILLS COMBINED.

ANVILS.

VICES.

HITCHCOCK'S PATENT LAMPS.

GLASSCUTTERS.

SCROLL SAWS.

FAMILY GRINDSTONES.

BLACKSMITHS' BELLOWES.

&c., &c., &c.

BEST WHITWORTH'S STOCK AND DIES.

SCREW WRENCHES.

PLANE IRONS.

CHISELS.

HAMMERS.

PINCERS.

NIPPERS.

DIVIDERS.

RULES.

METAL SCISSORS.

METAL SAWS.

TUBE EXPANDERS.

OIL-CANS.

SALTER'S SPRING BALANCE SCALES.

WESTON'S PATENT TACKLES.

PATENT SOCKETS.

DISTRESS SIGNALS.

HOLMES' PATENT SIGNAL LIGHTS.

FOGHORNS.

SIGNAL LAMPS.

LIFE BUOYS.

BOTTLE WASHING AND CORKING

MACHINES.

&c., &c., &c.

SPARKLING SCHARZHOFFER BEER.

FLENSBURG STOCK BEER.

MARIENTHALER BEER.

VEUVE CLICQUOT PONSARDIN

CHAMPAGNE.

Hongkong, 7th October, 1882. [10]

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT.

HONGKONG HOTEL BUILDINGS.

HAS FOR SALE.

A FINE ASSORTMENT OF WHITE AND RED

WINE.

AT MODERATE PRICES.

A Capital AMONTILLADO SHERRY.

Assorted LIQUEURS of the best quality.

BON BONS, FRENCH PRESERVES,

FRESH BUTTER AND CHEESE by Every

French Mail, PERFUMERY, &c., &c.

Hongkong, 2nd October, 1882. [16]

JUST PUBLISHED.

PRICE THIRTY CENTS.

THE TYP

Commercial.

THIS DAY.

Noon.
Affairs on the Stock Exchange are again rather dull. A few lines in Banks have been negotiated this morning at 189 per cent. premium *cum* new issue for cash, and also at 190 for the end of the month. There have been several inquiries for shares at 192 for March 31st, but no business has resulted. China Sugars are rather weaker with sellers at 193. Other quotations remain unchanged.

4 o'clock p.m.
The tone of the market this afternoon as regards Banks is slightly less favorable than was the case during the morning. Some time transactions have been arranged at 190 for the end of the month and 192 for March, but not to any great extent. For cash, there are buyers at 188 and sellers at 189. Docks show further depreciation, a number of shares being on the market at 49 per cent. premium. Hotels are very firm with buyers at 126, and probably an even higher rate would be paid were there any likelihood of shares being forthcoming. China Sugars are now offered at 192½ without leading to business. Luzons are fairly firm at quotation. Marine or Fire Insurance have not been inquired after.

SHARES.
Hongkong and Shanghai Bank—Ex New Issue—145 per cent. premium.
Hongkong and Shanghai Bank—New Issue—145 per cent. premium—nominal.
Union Insurance Society of Canton—\$1,850 per share, buyers.
China Traders' Insurance Company—\$1,610 per share.
North China Insurance—Tls. 1,225 per share.
Canton Insurance Company, Limited—\$135 per share.
Yangtze Insurance Association—Tls. 870 per share ex div.
Chinese Insurance Company—\$220 per share.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1,150 per share, buyers.
China Fire Insurance Company—\$324 per share, sellers.
Hongkong and Whampoa Dock Company—49 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$28 per share ex div.
China and Manila Steam Ship Company—130 per share, sellers.
Hongkong Gas Company—\$80 per share, buyers.
Hongkong Hotel Company—\$126 per share, buyers.
Indo-China Steam Navigation Company, Limited—par. sellers.
China Sugar Refining Company, Limited—\$192½ per share, sellers.
China Sugar Refining Company (Debtentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$115 per share.
Hongkong Ice Company—\$170 per share.
Hongkong and China Bakery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex int.
Chinese Imperial Loan of 1881—2½ per cent. prem.

ON LONDON.—Bank T.T.
Bank Bills, on demand 3/7
Bank Bills, at 30 days sight 3/7
Bank Bills, at 3 months sight 3/8
Credits, at 4 months sight 3/8
Documentary Bills, at 4 months sight 3/8 @ 3/8
ON PARIS.—
Bank Bills, on demand 4/6
Credits, at 4 months sight 4/7
ON HONGKONG.—Bank T.T.
On CALCUTTA—Bank T.T. 22½
ON SHANGHAI.—
Bank sight 71½
Private, 30 days sight 74

OPPIUM MARKET.—THIS DAY.
NEW MALWA per picul, 8535
(Allowance, Tels 64.)
OLD MALWA per picul, 8555
(Allowance, Tels 8.)
NEW PATNA (first choice) per chest, 8560
NEW PATNA (second) per chest, 8550
NEW PATNA (without choice) per chest 8555
NEW PATNA (bottom) per chest, 8562½
NEW BENARES (without choice) per chest 8550
NEW PERSIAN per chest, 8335
OLD PERSIAN per picul, 8320
(Allowance, Tels 32.)

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	HONGKONG.	AMOI.	SHANGHAI.	MANILA.
Thermometer.	On land.	On land.	On land.	On land.
Direction of Wind.	N.W.	N.W.	N.W.	N.W.
Force.	4	4	4	4
Dry Thermometer.	50.0	50.0	50.0	50.0
Wet Thermometer.	46.0	46.0	46.0	46.0
Weather.	bc	bc	bc	bc
Hour's Rain.	—	—	—	—
Quantity fallen.	—	—	—	—

Barometer, level of the sea in fathoms, tens and hundreds. Thermometer, in Fahrenheit degrees and tenths kept in the open air in a shaded situation. Direction of Wind, is registered every two points, N., N.E., E., S.E., S., S.W., W., N.W., and N. by E. Force of Wind, in miles per hour. 1 to 3 miles per hour, 4 to 6 miles per hour, 7 to 10 miles per hour, 11 to 15 miles per hour, 16 to 20 miles per hour, 21 to 25 miles per hour, 26 to 30 miles per hour, 31 to 35 miles per hour, 36 to 40 miles per hour, 41 to 45 miles per hour, 46 to 50 miles per hour, 51 to 55 miles per hour, 56 to 60 miles per hour, 61 to 65 miles per hour, 66 to 70 miles per hour, 71 to 75 miles per hour, 76 to 80 miles per hour, 81 to 85 miles per hour, 86 to 90 miles per hour, 91 to 95 miles per hour, 96 to 100 miles per hour, 101 to 105 miles per hour, 106 to 110 miles per hour, 111 to 115 miles per hour, 116 to 120 miles per hour, 121 to 125 miles per hour, 126 to 130 miles per hour, 131 to 135 miles per hour, 136 to 140 miles per hour, 141 to 145 miles per hour, 146 to 150 miles per hour, 151 to 155 miles per hour, 156 to 160 miles per hour, 161 to 165 miles per hour, 166 to 170 miles per hour, 171 to 175 miles per hour, 176 to 180 miles per hour, 181 to 185 miles per hour, 186 to 190 miles per hour, 191 to 195 miles per hour, 196 to 200 miles per hour, 201 to 205 miles per hour, 206 to 210 miles per hour, 211 to 215 miles per hour, 216 to 220 miles per hour, 221 to 225 miles per hour, 226 to 230 miles per hour, 231 to 235 miles per hour, 236 to 240 miles per hour, 241 to 245 miles per hour, 246 to 250 miles per hour, 251 to 255 miles per hour, 256 to 260 miles per hour, 261 to 265 miles per hour, 266 to 270 miles per hour, 271 to 275 miles per hour, 276 to 280 miles per hour, 281 to 285 miles per hour, 286 to 290 miles per hour, 291 to 295 miles per hour, 296 to 300 miles per hour, 301 to 305 miles per hour, 306 to 310 miles per hour, 311 to 315 miles per hour, 316 to 320 miles per hour, 321 to 325 miles per hour, 326 to 330 miles per hour, 331 to 335 miles per hour, 336 to 340 miles per hour, 341 to 345 miles per hour, 346 to 350 miles per hour, 351 to 355 miles per hour, 356 to 360 miles per hour, 361 to 365 miles per hour, 366 to 370 miles per hour, 371 to 375 miles per hour, 376 to 380 miles per hour, 381 to 385 miles per hour, 386 to 390 miles per hour, 391 to 395 miles per hour, 396 to 400 miles per hour, 401 to 405 miles per hour, 406 to 410 miles per hour, 411 to 415 miles per hour, 416 to 420 miles per hour, 421 to 425 miles per hour, 426 to 430 miles per hour, 431 to 435 miles per hour, 436 to 440 miles per hour, 441 to 445 miles per hour, 446 to 450 miles per hour, 451 to 455 miles per hour, 456 to 460 miles per hour, 461 to 465 miles per hour, 466 to 470 miles per hour, 471 to 475 miles per hour, 476 to 480 miles per hour, 481 to 485 miles per hour, 486 to 490 miles per hour, 491 to 495 miles per hour, 496 to 500 miles per hour, 501 to 505 miles per hour, 506 to 510 miles per hour, 511 to 515 miles per hour, 516 to 520 miles per hour, 521 to 525 miles per hour, 526 to 530 miles per hour, 531 to 535 miles per hour, 536 to 540 miles per hour, 541 to 545 miles per hour, 546 to 550 miles per hour, 551 to 555 miles per hour, 556 to 560 miles per hour, 561 to 565 miles per hour, 566 to 570 miles per hour, 571 to 575 miles per hour, 576 to 580 miles per hour, 581 to 585 miles per hour, 586 to 590 miles per hour, 591 to 595 miles per hour, 596 to 600 miles per hour, 601 to 605 miles per hour, 606 to 610 miles per hour, 611 to 615 miles per hour, 616 to 620 miles per hour, 621 to 625 miles per hour, 626 to 630 miles per hour, 631 to 635 miles per hour, 636 to 640 miles per hour, 641 to 645 miles per hour, 646 to 650 miles per hour, 651 to 655 miles per hour, 656 to 660 miles per hour, 661 to 665 miles per hour, 666 to 670 miles per hour, 671 to 675 miles per hour, 676 to 680 miles per hour, 681 to 685 miles per hour, 686 to 690 miles per hour, 691 to 695 miles per hour, 696 to 700 miles per hour, 701 to 705 miles per hour, 706 to 710 miles per hour, 711 to 715 miles per hour, 716 to 720 miles per hour, 721 to 725 miles per hour, 726 to 730 miles per hour, 731 to 735 miles per hour, 736 to 740 miles per hour, 741 to 745 miles per hour, 746 to 750 miles per hour, 751 to 755 miles per hour, 756 to 760 miles per hour, 761 to 765 miles per hour, 766 to 770 miles per hour, 771 to 775 miles per hour, 776 to 780 miles per hour, 781 to 785 miles per hour, 786 to 790 miles per hour, 791 to 795 miles per hour, 796 to 800 miles per hour, 801 to 805 miles per hour, 806 to 810 miles per hour, 811 to 815 miles per hour, 816 to 820 miles per hour, 821 to 825 miles per hour, 826 to 830 miles per hour, 831 to 835 miles per hour, 836 to 840 miles per hour, 841 to 845 miles per hour, 846 to 850 miles per hour, 851 to 855 miles per hour, 856 to 860 miles per hour, 861 to 865 miles per hour, 866 to 870 miles per hour, 871 to 875 miles per hour, 876 to 880 miles per hour, 881 to 885 miles per hour, 886 to 890 miles per hour, 891 to 895 miles per hour, 896 to 900 miles per hour, 901 to 905 miles per hour, 906 to 910 miles per hour, 911 to 915 miles per hour, 916 to 920 miles per hour, 921 to 925 miles per hour, 926 to 930 miles per hour, 931 to 935 miles per hour, 936 to 940 miles per hour, 941 to 945 miles per hour, 946 to 950 miles per hour, 951 to 955 miles per hour, 956 to 960 miles per hour, 961 to 965 miles per hour, 966 to 970 miles per hour, 971 to 975 miles per hour, 976 to 980 miles per hour, 981 to 985 miles per hour, 986 to 990 miles per hour, 991 to 995 miles per hour, 996 to 1000 miles per hour.

Shipping.

ARRIVALS.

PEKING, British steamer, 954, G. H. Drewes, 3rd Feb.,—Shanghai 31st January, General.—Siemssen & Co.
BELLONA, German steamer, 789, W. Schaefer, 4th Feb.,—Saigon 29th January, Rice.—Siemssen & Co.
PRINTemps, French bark, 277, Galland, 4th Feb.,—Whampoa 3rd February, Jardine, Matheson & Co.
TRI SINA, Austrian bark, 839, G. Cernkovich, 4th Feb.,—Newcastle, N.S.W., 19th Dec., 1,117 tons Coal.—Siemssen & Co.
WHAMPOA, British steamer, 1,109, J. E. Williams, 4th Feb.,—Saigon 30th Jan., Rice.—Butterfield & Swire.
THAMES, British steamer, 2,130, Anderson, 3rd Feb.,—Shanghai 1st Feb., General.—P. & O. S. N. Co.
NAM-VIAN, French steamer, 435, Garceau, 4th Feb.,—Hoihow 2nd February, General.—Sling Loong.
FOOCHOW, British steamer, 909, J. H. Clegg, 4th Feb.,—Canton 4th February, General.—Butterfield & Swire.
KWONGSANG, British steamer, 938, Hogg, 4th Feb.,—Shanghai, and Swatow 3rd Feb.,—Jardine, Matheson & Co.
SOPHOCLES, British ship, 1,100, Alex. Smith, 4th Feb.,—Sydney 5th Dec., Coal.—Adamson, Bell & Co.
THALES, British steamer, 820, T. G. Pocock, 4th Feb.,—Swatow 3rd Feb., General.—D. Laiprak & Co.
C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb.,—Rio de Janeiro 9th Oct., Petroleum.—Russell & Co.
LANGALORE, British steamer, 1,309, J. P. Hasall, 5th Feb.,—Yokohama 27th Jan., General.—P. & O. S. N. Co.
FEILUNG, British steamer, 752, Allison, 5th Feb.,—Bangkok 27th January, Rice.—Yuen Fat Hong.
CHUNG-KING, British steamer, 793, T. Rowin, 5th Feb.,—Manila 2nd February, General.—Butterfield & Swire.
B. P. CHENEY, American ship, 1,322, C. E. Humphreys, 5th Feb.,—Cardiff 9th Sept., Coal.—P. & O. S. N. Co.
MINDANAO, Spanish steamer, 623, Fryer, 5th Feb.,—Manila 2nd February, General.—Dunn, Melbye & Co.
PROFESSOR J. ARDENSKJOLD, Norwegian 3-m. scho., 433, E. Jensen, 5th Feb.,—Newcastle, N.S.W., 21st December, Coal.—Russell & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Schwann, German brig, for Hoihow.
Chung-king, British steamer, for Shanghai.
Whampoa, British steamer, for Saigon.
Galley of Lorne, British str., for New York.
De Laing, British steamer, for Hongkong.
Nam-vian, French steamer, for Haiphong.
Danube, British steamer, for Bangkok.

DEPARTURES.

February 4, **Osbrey**, British bark, for Calcutta.
February 4, **Prian**, British str., for Shanghai.
February 4, **Jacobine**, German bark, for Tientsin.
February 4, **Peking**, British str., for Canton.
February 4, **Pekin**, British str., for Shanghai.
February 4, **Kwong-sang**, British str., for Canton.
February 4, **Glaucus**, British steamer, for Singapore and London.
February 5, **Carlos**, German str., for Saigon.
February 5, **Bivona**, British str., for Saigon.
February 5, **Brutus**, German str., for Saigon.
February 5, **Benedicta**, German 3-m. sch., for Tientsin.
February 5, **Hecht**, German 3-m. sch., for Hoihow.
February 5, **Ely**, British gunboat, for Singapore.
February 5, **Brutus**, British str., for Swatow.
February 5, **Danube**, British str., for Bangkok.
February 5, **Egean**, British str., for Saigon.
February 5, **Ashington**, British str., for Bangkok.
February 5, **Galley of Lorne**, British steamer, for Singapore and New York.

PASSENGERS—ARRIVED.

Per **Bangalore**, str., from Yokohama.—Rev. A. C. and Mrs. Shaw and 2 children, Captain and Mrs. H. H. H. Foss, Mrs. Cotton, Mrs. Dallas and 4 children, Mrs. Williams and 4 children, Miss Hoar, Admiral Ho, Messrs. S. S. Suich, Irwin, Grip, and Clutton, and 10 Chinese.
Per **Thames**, str., from Shanghai.—Messrs. Calne, Norris, Allanson, H. M. Russell, and Thurnburn and servant, for Hongkong. For Singapore.—Mr. Maxwell and servant, and Mr. Pearce and servant. For London.—Mr. Keele.
Per **Mindanao**, str., from Manila.—Messrs. Tennar, Aubin, Wiles, Parker, Rodock, and 24 Chinese.
Per **Nam-vian**, str., from Hoihow.—46 Chinese.
Per **Peking**, str., from Shanghai.—30 Chinese.
Per **Kwong-sang**, str., from Shanghai.—20 Chinese.
Per **Thales**, str., from Swatow.—1 European and 81 Chinese.
Per **Chung-king**, str., from Manila.—15 Chinese.
Per **Bellona**, str., from Saigon.—25 Chinese.

REPORTS.

The British steamship **Whampoa** reports left Saigon on the 30th ultimo. The first part of the passage had moderate and fine weather. The latter part had fresh gale with high sea.
The British ship **Sophocles** reports left Sydney on the 5th December. From Sydney had N.E. winds, which lasted two weeks succeeded by light baffling winds. From lat. 20 S. to Equator had N.E. trades. Had strong N.E. gales during the last week.

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.

Vessel.	From.	Arrived.
Iquique	Manila	Dec. 11
Pembroke	Shanghai	Dec. 13
Glenogly	Shanghai	Dec. 13
Electra	Japan	Dec. 17
Jason	Shanghai	Dec. 18
Diomed	Shanghai	Dec. 19
Barcelona	Manila	Dec. 22
Hector	Shanghai	Dec. 23
Messala	China	Dec. 29

VESSELS EXPECTED AT HONGKONG.

Vessel.	From.	Expected.
Annina	New York	July 11
Marianne	Cardiff	July 12
Nieue Waterweg	Hamburg	Sept. 5
Fluella	Sunderland	Sept. 6
Phoenix	Hamburg	Sept. 12
Heinrich	Cardiff	Sept. 17
Deutschland	Penarth	Sept. 25
Emma T. Crowell	New York	Oct. 2
Dorothea	Cardiff	Oct. 4
Lucia	London	Oct. 13
Adolph	Hamburg	Oct. 13
Wandering Jew	Cardiff	Oct. 20
Adle	Cardiff	Oct. 21
Auguste	Newport	Oct. 24
Annie J. Marshall	New York	Nov. 3
India	Hamburg	Nov. 21
Dato	Liverpool	Nov. 30
A. and W. C.	Liverpool	Nov. 30
Mentonshire	London	Dec. 9
Amchab	Cardiff	Dec. 10
Amchab	Cardiff	Dec. 10
Maria Magdalena	Hamburg	Dec. 19
Venice	Cuxhaven	Dec. 19
Glenogly	London	Dec. 23
Bothwell Castle	London	Dec. 23

SHIPPING IN HONGKONG.

STEAMERS.

ALBANY, British steamer, 1,438, Daryl, 30th Jan.,—Newcastle, N.S.W., 10th Jan., Coal.—Jardine, Matheson & Co.
ASHINGTON, British steamer, 809, McDonald, 30th Jan.,—Bangkok 23rd January, General.—Jardine, Matheson & Co.
BAYSWATER, British steamer, 1,039, B. Walker, 30th Jan.,—Saigon 18th January, Rice and Baidy.—Tung Kee.
BELOIC, British steamer, 1,716, J. G. Cameron, 31st Jan.,—San Francisco 23rd December, and Yokohama 24th January, General.—O. & O. S. N. Co.
CATTERTHUR, British steamer, 1,407, J. Miller, 29th Jan.,—Sydney 4th Jan., Rockhampton 8th, Townsville 10th, Cooktown 11th, Thursday Island 15th, and Port Darwin on the 19th, 10 boxes Gold, 1,700 tons Coal, and 200 tons General.—Gibb, Livingstone & Co.
CRUSADER, British steamer, 647, T. Rowin, 13th November, Saigon 7th November, Rice.—Chong Wo Cheang.
DECIMA, German steamer, 1,151, S. Oestmann, 3rd Feb.,—Saigon 28th Jan., Rice.—Geo. R. Stevens & Co.
DALE, British steamer, 644, E. Allason, 2nd Jan.,—Bangkok 15th December, Rice and General.—Yuen Fat Hong.
DOUGLAS, British steamer, 932, Samuel Ashton, 3rd Feb.,—Foschow 30th January, Amoy 31st, and Swatow 2nd Feb., General.—D. Laiprak & Co.
GALLEY OF LORNE, British steamer, 1,389, P. Pomroy, 3rd Feb.,—Shanghai 30th Jan., Tea.—Russell & Co.
GLENELG, British steamer, 894, J. S. Speechly, 14th Jan.,—Saigon 6th January, Rice.—Tung Kee.—Aberdeen Dock.
HIMALAYA, British steamer, 514, W. R. Beedie, 20th Jan.,—Yokohama 11th January, and Nagasaki 24th, 500 tons Coal, and 500 tons General.—Butterfield & Swire.
JANAKI, British steamer, 2,449, F. F. Flack, 13rd Feb.,—Calcutta 17th Jan., Penang 23rd, and Singapore 25th, Opium and General.—D. Sassoon, Sons & Co.
LENNOX, British steamer, 1,387, Scott, 1st Feb.,—Calcutta 17th Jan., Sand Heads 18th, Penang 23rd, and Singapore 26th, General.—Jardine, Matheson & Co.
LUZON, Spanish steamer, 321, Willam, 27th Jan.,—Sual 25th January, Ballast.—Remedios & Co.—Kowloon Dock.
MEDUSA, Austro-Hungarian str., 2,111, G. Ragusa, 17th Jan.,—Tientsin and Singapore 20th Jan., General.—Melchers & Co.
MINARD CASTLE, British steamer, 1,596, R. Skinner, 1st Feb.,—Nagasaki 27th January, Coals.—Adamson, Bell & Co.
NINGPO, British steamer, 767, Cass, 3rd Feb.,—Canton 2nd February, General.—Siemssen & Co.
PING-ON, British steamer, 574, McCaslin, 12th Jan.,—Pakhoi and Hoihow 11th January, General.—Russell & Co.—Cosmopolitan Dock.
TAIWAN, British steamer, 1,109, Alfred Williams, 2nd Jan.,—Glasgow 8th December, and Singapore, General.—Butterfield & Swire.
YANTZSE, British steamer, 789, D. Casson, 31st Jan.,—Canton 30th January, General.—Siemssen & Co.
YEH-SIN, Chinese steamer, 754, Dugan, 1st Feb.,—Shanghai 27th Jan., General.—C. M. S. N. Co.
YOTTUNG, British steamer, 286, H. Kennett, June 23rd,—Quang 17th June, General.—Kwok Achong & Sons.

SAILING VESSELS.

ALDEN BROSIE, American bark, A. Noyes, 22nd Dec.,—Portland, Oregon 12th Nov., Spars.—Melchers & Co.
ALEXA, British bark, 425, Robb, 16th Jan.,—Wellington, New Zealand 26th November, General.—Adamson, Bell & Co.
ALVA, Portuguese bark, 632, E. de Souza, 12th Jan.,—Kajang 9th Dec., Timber.—Brandao & Co.
ANTONETTE, British bark, 1,014, E. T. Bunje, 6th January,—Manila 27th December, Ballast.—Order.—Kowloon Dock.
BARBAROSSA, German ship, 1,313, R. Kauch, 12th Jan.,—Cardiff 4th August, Coal.—Melchers & Co.
BRATRICK, British schooner, 66, Williams, 17th Jan.,—Guap 7th January, Copra.—Captain. BILLY SIMPSON, British bark, 432, Brown, 9th Dec.,—Cebu 26th Nov., General.—Master. CASHMERE, British ship, 1,238, F. A. Lobhart, 17th Jan.,—Newcastle 24th Nov., Coal.—Master.
CHAS. G. RICE, American bark, 715, A. W. Smart, 12th Jan.,—Newcastle, N.S.W., 18th November, Adamson, Bell & Co.
COLOMA, American bark, 835, Noyes, 5th Jan.,—Portland, Oregon 8th November, Lumber.—Melchers & Co.
CONQUEST, American bark, 516, Carina, 20th Nov.,—Newcastle 22nd Sept., Coal.—Russell & Co.
CYPRUS, British ship, 1,392, Johnson, 11th Jan.,—Middlesbrough 4th August, Iron.—Russell & Co.
DANIEL, German bark, 417, P. Vogt, 14th Jan.,—Hamburg 27th July, General.—Melchers & Co.
DORA, German ship, 1,259, H. Meyer, 22nd November,—Cardiff 1st July, Coal.—Arnold, Karberg & Co.
ERL KONIG, German bark, 456, A. Naurch, 27th Nov.,—Newchwang 16th Nov., Beans.—Siemssen & Co.
ESMERALDA, German bark, 788, H. Brock, 11th Jan.,—Hamburg 10th August, General.—Melchers & Co.
FANO, Danish brig, 227, M. N. Mortensen, 3rd Feb.,—Cebu 18th January, General.—Ed. Schellhass & Co.
GLENURY, British 3-m. schooner, 283, D. Thomson, 18th Jan.,—Manila 9th Dec., General.—Wielers & Co.
GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb.,—Newcastle, N.S.W., 12th Dec., Coals.—Master.
HANS, German bark, 313, A. Thomson, 12th Jan.,—Chefoo 1st January, General.—Wielers & Co.
HERBERT BLACK, American bark, 575, Treat, 13th Dec.,—Nagasaki 5th Dec., Coal.—Russell & Co.—Kowloon Dock.
HERMAN, German bark, 453, W. Fens, 10th Dec.,—Chefoo 28th Nov., General.—Wielers & Co.
HIERONIMUS, German bark, Island, and Feb.,—Touzon 19th Jan., Coals.—Wielers & Co.
INGEBURG, German bark, 765, H. Island, 27th Jan.,—Manila 19th Jan., Ballast.—Wielers & Co.
JAMES G. PENDLETON, American bark, 938, B. J. Colcord, 12th Jan.,—Nagasaki 3rd Jan., Coal.—Russell & Co.
JOHN SMITH, American bark, 664, O. Kustel, 2nd Jan.,—Shanghai 18th January, Ballast.—Captain.
JUNG, German bark, 517, H. C. Breckwoldt, 29th Nov.,—Hamburg 22nd July, General.—Melchers & Co.
KYRI, Norwegian bark, 417, Larsen, 3rd Feb.,—Bangkok 28th Jan., Teakwood.—Siemssen & Co.
LIVONIAN, German bark, 541, E. Steffen, 14th Jan.,—Honolulu 12th December, Ballast.—Siemssen & Co.
LOUISA, German 3-m. sch., 245, Schlotter, and Jan.,—Whampoa 31st Dec., General.—Ed. Schellhass & Co.

HONGKONG—SAILING VESSELS.

(Continued).

MARIE, German bark, 436, G. Thomaschewat, 14th Jan.,—Bangkok 27th Nov., General.—Melchers & Co.
MARIE, German 466, A. Weinronsky, 10th Jan.,—Hamburg 5th Sept., General.—Siemssen & Co.
MARY WHITBRIDGE, American ship, 862, Geo. Freeman, 2nd Feb.,—New York 14th Sept., Kerosene Oil.—Order.
NONPAREIL, British bark, 399, E. Finlayson, 9th November,—Newchwang 30th Oct., Beans.—Chong Woo.—Kowloon Dock.
PRESIDENT SIMSON, British bark, 1,235, G. Senack, 1st Jan.,—Manila 23rd January, Ballast.—Jardine, Matheson & Co.
SCHWAN, German brig, 276, J. Schroder, 7th Jan.,—Chefoo 27th Dec., General.—Siemssen & Co.
SPICA, German bark, 915, B. Hallmann, 13th Jan.,—Cardiff 1st September, Coal.—Melchers & Co.
WESER, German bark, 916, H. Hellmers, 11th Jan.,—Cardiff 9th September, Coal.—Order.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.
Ho-nam, British steamer, 1,377, T. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, A. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Kiang-chow, British steamer, 159, Goggin.—Hongkong, Canton, and Macao Steamboat Co.
Fowan, British steamer, 1,800, Hayland.—Hongkong, Canton, and Macao Steamboat Co.
Spark, British steamer, 140.—Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 527.—Hongkong, Canton, and Macao Steamboat Co.
Yot-sai, British steamer, 180, Lefavor.—Hongkong, Canton, and Macao Steamboat Co.

AMOI.

In Port on 30th January, 1883.
Andriolos, British bark, 400 (Murry)—Boyd & Co.
Alex. Newton, British bark, 308 (Newton)—Boyd & Co.
Chloris, German bark, 334 (Matton)—H. A. Petersen & Co.
Francisca, German bark, 368 (Jensen)—H. A. Petersen & Co.
Frohlich, German brig, 360 (Moller)—Pasdag & Co.
Helene, German bark, 263 (J. Rieck)—H. A. Petersen & Co.
Jung, German bark, 266 (Nielsen)—Pasdag & Co.
Kjohenhavn, Danish bark, 353 (Magleby)—H. A. Petersen & Co.
Louise, American schooner, 280 (Lawrence)—H. A. Petersen & Co.

SHANGHAI.

In Port on 31st January, 1883.
Annina, Italian bark, 999 (Basso)—C. & J. Trading Co.
Annie M. Bur, American ship, 889 (Byrne)—Russell & Co.
Blackadder, British brig, 963 (Swensen)—Russell & Co.
Charles Queen, British bark, (Lachur)—Chapman, King & Co.
Charley, British bark, 359 (Schroder)—Nils Moller.
Ching-tang, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Cubana, British bark, 499 (Howard)—Jardine, Matheson & Co